



# City of Edmonds

## Community Services Department

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**Date:** October 21, 2004  
**To:** Mayor Haakenson, City Council members  
**From:** Stephen Clifton, AICP, Community Services Director  
**Subject:** Community Services Quarterly Report – October 2004

As requested by the City Council, this report provides an update on major projects currently being worked on by Community Services Department staff.

### I. EDMONDS CROSSING

#### **Project Description**

Edmonds Crossing is a regional project intended to provide a long-term solution to current operational and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds. The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and the City of Edmonds propose to relocate the existing state ferry terminal from Main Street, in downtown Edmonds, to another site farther from the downtown core. In the process, a multimodal center would be established that would integrate ferry, rail, and transit services into a single complex. A realigned SR 104 from its current intersection with Pine Street would provide access. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity (Amtrak) passenger service and commuter rail (Sounder) loading requirements; a transit center that would meet local bus system and regional transit system loading requirements; facilities that allow both vehicular commuters and walk-on passengers to utilize various transportation modes; parking, drop-off areas, retail/concessionaire space, and waiting areas; and a system linking these facilities to allow for the safe movement of users.

#### **Significant Activities Since July 15, 2004**

- City staff and consultants continued to work on a variety of issues in response to Signatory Agency Committee (SAC) comments. SAC members have now expressed support for Concurrence Point #3 (the last phase of the National Environmental Policy Act Merger Agreement process).

- September 30, 2004 – City staff attended a meeting with representatives from Snohomish County to discuss Snohomish County's portion of the proposed Snohomish, King and Pierce County Regional Transportation Investment District (RTID) funding scenarios. City staff will continue to attend these meetings when scheduled. The Washington State Department of Transportation recently required an independent review of all proposed projects. The Edmonds Crossing project received a confidence rating of good by U.S. Cost.

On April 29, 2004, the RTID Executive Board adopted its recommended list of road and transit projects, i.e., the "highest priority" projects. The overall list will be a \$12.8 billion investment in the region's transportation system. The current list includes \$152M for the Edmonds Crossing project. The RTID Executive Board was leaning towards a November 2004 vote; however, they recently decided to defer placing a transportation measure on the ballot until next year. Additional information on this issue is available via the internet at <http://www.rtid.dst.wa.us>

- July, August, September, October 2004 – Federal Highway Administration (FHWA), WSDOT and the City of Edmonds continued working with Tribe representatives regarding mitigation.
- October 13, 2004 - City staff attended pre-briefing meeting with representatives from the SAC, WSDOT and WSF to discuss the Final EIS.

## II. SOUND TRANSIT

### **Project Description**

During the past few years, Sound Transit has been implementing what is called the *Sound Move* Plan. One element calls for commuter rail services, otherwise known as Sounder. Commuter rail will eventually link Everett in the north with Seattle, Tacoma and Lakewood in the South, a total of 82 miles through three counties. Sounder is being implemented in three phases, one of which includes Everett to Seattle. Three commuter rail stations are planned along this corridor, i.e., Everett, Mukilteo and Edmonds.

The Edmonds Station will be located between the existing Amtrak Station and Main Street along both sides of the Burlington Northern Santa Fe (BNSF) tracks. The budget is \$8.062 million in 2001 dollars which pays for environmental review, preliminary and final designs prepared by Streeter Architects, permitting, construction, and station elements such as ticket vending machines, platforms, canopies, parking, storm drainage control, lighting, signage, landscaping, etc. Station art, which will be provided on site, is a separate budget.

Everett-Seattle Sounder, at full operation, now calls for 8 trains per day (or four round trips) and will include reverse trips. This is a reduction of two round trips from

the originally proposed operational plan. Initial service will be phased in; starting with one (roundtrip) train per day which began in December, 2003.

In an attempt to address future needs in the area, a culvert is proposed to be installed near the Marina Beach property beneath both BNSF Railroad tracks, concurrent with the construction of a second track. This will allow for the eventual daylighting of Willow Creek at the time the Edmonds Crossing project is constructed.

#### **Significant Activities Since July 15, 2004**

- September 17, 2004 – Sound Transit announced the beginning of a new program called RailPlus. Beginning October 1, PugetPass, FlexPass and UPass cards will be valid on select Amtrak *Cascades* trains. Additionally, any valid Amtrak *Cascade* ticket will be good aboard Sound Transit's Sounder trains between Everett, Edmonds and Seattle's King Street Station. The full-fare PugetPass will be accepted on Sounder commuter rail, select Amtrak *Cascades* trains; and bus service operated by Sound Transit, Community Transit, Everett Transit, Pierce Transit and King County Metro. Amtrak *Cascades* tickets will be good only on Sounder service between Seattle and Everett, Monday through Friday. The pass used on Amtrak *Cascades* must be equal to the full-fare price of the trip. Although accepted on Sounder trains, no pass upgrades, Day Passes or Single-Trip tickets will be accepted on Amtrak *Cascades*.

Note: This information has been placed on the City's website and Channel 21.

### **III. UNOCAL SITE CLEANUP**

#### **Project Description**

The UNOCAL property consists of an upper yard, which contained fuel storage tanks as recently as last year, and a lower yard which currently contains pipes, truck-loading racks, office buildings, etc. Additionally, petroleum contamination also exists in the soil and is floating in, and on top of, ground and surface water, resulting from more than 60 years of operation.

#### **Significant Activities since July 15, 2004**

- July, August, September, October 2004 - UNOCAL continued interim cleanup activities within the lower yard.

### **IV. EDMONDS PUBLIC FACILITIES DISTRICT**

#### **Project Description**

The City Council, pursuant to state law, approved the formation of the Public Facilities District (PFD) at its April 24, 2001 meeting. A PFD is a separate municipal corporation that has authority to undertake the design, construction, operation, promotion and financing of a Regional Center in the city. The Public Facilities District board consists of five members appointed by the City Council on June 19, 2001. The

Board is pursuing renovation of the original Edmonds High School in order to transform it into a first class Edmonds Center for the Arts, a multipurpose facility.

#### **Significant Activities Since July 15, 2004**

- July, August, September, October - Fundraising Campaign Committee continued its focus on fundraising activities.
- August 3, 2004 – Snohomish County Executive presented a check to the Edmonds Center for the Arts in the amount of \$1,600,000.
- August 5, 2004 - The Tulalip Tribes presented a check to the Edmonds Center for the Arts in the amount of \$5,000.
- September 3, 2004 – LMN Architects submitted Edmonds Center for the Arts building permit to the City of Edmonds.

Note: The public portion of the fundraising campaign begins on November 4, 2004.

## **V. SNOHOMISH COUNTY PAINE FIELD**

### **Overview**

On July 14, 2004, a Mead & Hunt Inc. Business Travel Survey was issued which focused on the market potential and options for Paine Field. On August 20, 2004, a Snohomish County Citizen Cabinet issued an Economic Development Final Report - Blueprint for the Economic Future of Snohomish County. Both reports put Paine Field in the regional spotlight as they highlight the possibility of using Paine Field for commercial aircraft operations, thus changing its general aviation status.

### **Significant Activities Since July 15, 2004**

- July 26, 2004 – Mike Boggs, Mead & Hunt, Inc. Manager issued a letter to Dave Wagoner, Paine Field Director, regarding Research Summary, Market Summary, & Options for Paine Field. In the letter, Mr. Boggs stated that “based on our research, there is a market for regional jet service from Snohomish County Airport/Paine Field to several west coast hub airports/markets.” The information was taken from the Mead & Hunt Inc. Business Travel Survey.
- August 20, 2004 – Snohomish County Citizen Cabinet on Economic Development Final Report - Blueprint for the Economic Future of Snohomish County. Page 23, states: “Paine Field could provide substantially more convenient air travel alternatives for Snohomish County businesses and citizens. The addition of passenger air service at Paine Field would add significant benefits to efforts to attract and retain hi-tech businesses.” The Citizen Cabinet was created by Snohomish County Executive Aaron Reardon in February 2004.

- September 15, 2004 – Mukilteo Beacon printed article by Mayor Gary Haakenson expressing his opposition to allowing commercial operations at Paine Field vs. maintaining its current general aviation status.